



1/8/97

*Transmittal Note*

**SUPPLEMENT TO**  
**ANNEX 6 — OPERATION OF AIRCRAFT**

**Part III — International Operations — Helicopters**  
**(Third Edition)**

1. The attached Supplement supersedes all previous Supplements to Annex 6, Part III, and includes differences notified by Contracting States up to 1 August 1997.
2. This Supplement should be inserted at the end of Annex 6, Part III (Third Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.

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**SUPPLEMENT TO ANNEX 6 — OPERATION  
OF AIRCRAFT**

**Part III — International Operations — Helicopters**

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 6, Part III, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

AUGUST 1997

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

**RECORD OF AMENDMENTS TO SUPPLEMENT**

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>
Corr.	31/10/97				

**AMENDMENTS TO ANNEX 6, PART III ADOPTED OR APPROVED BY THE COUNCIL  
SUBSEQUENT TO THE THIRD EDITION ISSUED JULY 1995**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
4	19/2/96	7/11/96			

**1. Contracting States which have notified ICAO of differences**

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 6, Part III (Third Edition), or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Canada	10/10/96	1	1/8/97
Cuba	22/10/96	1	1/8/97
Finland	27/9/96	1	1/8/97
France	13/3/97	4	1/8/97
Germany	25/9/96	1	1/8/97
Monaco	15/5/96	1	1/8/97
Morocco	18/10/96	1	1/8/97
Sweden	1/10/96	2	1/8/97

**2. Contracting States which have notified ICAO that no differences exist**

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Argentina	15/7/96	Netherlands, Kingdom of the	7/11/96
Austria	30/7/96	Norway	10/7/96
Bahrain	14/7/96	Pakistan	12/9/96
Barbados	10/7/96	Republic of Korea	17/10/96
Chile	9/7/96	South Africa	31/7/96
Denmark	7/10/96	United Republic of Tanzania	3/7/96
Jordan	8/9/96	Uruguay	23/7/96

**3. Contracting States from which no information has been received**

Afghanistan	Belize	Cameroon
Albania	Benin	Cape Verde
Algeria	Bhutan	Central African Republic
Angola	Bolivia	Chad
Antigua and Barbuda	Bosnia and Herzegovina	China
Armenia	Botswana	Colombia
Australia	Brazil	Comoros
Azerbaijan	Brunei Darussalam	Congo
Bahamas	Bulgaria	Cook Islands
Bangladesh	Burkina Faso	Costa Rica
Belarus	Burundi	Côte d'Ivoire
Belgium	Cambodia	Croatia

Cyprus	Lao People's Democratic Republic	Saint Lucia
Czech Republic	Latvia	Saint Vincent and the Grenadines
Democratic People's Republic of Korea	Lebanon	Samoa
Democratic Republic of the Congo	Lesotho	San Marino
Djibouti	Liberia	Sao Tome and Principe
Dominican Republic	Libyan Arab Jamahiriya	Saudi Arabia
Ecuador	Lithuania	Senegal
Egypt	Luxembourg	Seychelles
El Salvador	Madagascar	Sierra Leone
Equatorial Guinea	Malawi	Singapore
Eritrea	Malaysia	Slovakia
Estonia	Maldives	Slovenia
Ethiopia	Mali	Solomon Islands
Fiji	Malta	Somalia
Gabon	Marshall Islands	Spain
Gambia	Mauritania	Sri Lanka
Georgia	Mauritius	Sudan
Ghana	Mexico	Suriname
Greece	Micronesia, Federated States of	Swaziland
Grenada	Mongolia	Switzerland
Guatemala	Mozambique	Syrian Arab Republic
Guinea	Myanmar	Tajikistan
Guinea-Bissau	Namibia	Thailand
Guyana	Nauru	The former Yugoslav Republic of Macedonia
Haiti	Nepal	Togo
Honduras	New Zealand	Tonga
Hungary	Nicaragua	Trinidad and Tobago
Iceland	Niger	Tunisia
India	Nigeria	Turkey
Indonesia	Oman	Turkmenistan
Iran, Islamic Republic of	Palau	Uganda
Iraq	Panama	Ukraine
Ireland	Papua New Guinea	United Arab Emirates
Israel	Paraguay	United Kingdom
Italy	Peru	United States
Jamaica	Philippines	Uzbekistan
Japan	Poland	Vanuatu
Kazakhstan	Portugal	Venezuela
Kenya	Qatar	Viet Nam
Kiribati	Republic of Moldova	Yemen
Kuwait	Romania	Zambia
Kyrgyzstan	Russian Federation	Zimbabwe
	Rwanda	

**4. Paragraphs with respect to which differences have been notified**

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
General	Finland Germany Morocco Sweden	4.1	Sweden
		4.2.2	France
		4.2.3	France
			Sweden
		4.2.4	France
			Sweden
		4.3	France
<b>SECTION I</b>		4.3.3	Sweden
Chapter 1 — Definitions	France	4.3.4	Sweden
		4.3.5	Sweden
		4.4.1	Sweden
		4.4.2	Sweden
		4.5.1	Sweden
<b>SECTION II</b>		4.5.2.1	Sweden
General	Cuba	4.5.2.5	Sweden
		4.7	France
		4.8	France
1.6	Canada		Sweden
		4.11	France
2.2.3.2	Sweden		Sweden
2.2.4	Canada	4.12	France
2.2.7.1	Canada	4.14	France
2.2.11	Sweden		Sweden
2.3.3.1	Sweden		
2.3.3.2	Sweden	5.2.1	Sweden
2.3.4.2	Sweden		
2.3.5.1	Sweden	7.3.1	Canada
2.3.6.2	France	7.4.1	Sweden
	Sweden	7.4.2	Sweden
2.3.6.3.2	France	7.4.3.4	Sweden
	Sweden	7.4.4	Sweden
2.3.8	Sweden		
2.3.8.1	France	10.4	Canada
2.3.8.2	France		
2.4.5	Sweden	11.1	Canada
2.4.6	Sweden	11.2	Canada
2.4.7	France		
2.4.9	France		
2.6	Sweden		
		<b>SECTION III</b>	
Chapter 3 — General	Sweden	1.3	France
3.1.2	France	2.9.1	France
	Sweden	2.9.2	France
3.1.4	France	2.10	France
	Monaco		
3.1.5	France	3.3	France
	Monaco	3.4	France

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
4.1.3.1	France	4.9	France
4.1.3.3	France	4.10	France
4.2	France		
4.3.1	France	5.1.4	France
4.5	France	5.2.1	France
4.7	France		

**SECTION II****Chapter 1**

- 1.6 Canadian regulations do not require an operator to establish and maintain a flight safety programme.

**Chapter 2**

- 2.2.4 No related Canadian requirement. Proposed regulations will address this requirement for passengers only.
- 2.2.7.1 Heliport minima are established by the State.
- 7.3.1 Canadian regulations do not require training in human performance and limitations.

**Chapter 10**

- 10.4 Canada does not regulate flight time, flight duty time or rest periods for flight attendants, but intends to introduce such legislation.

**Chapter 11**

- 11.1 Canadian regulations do not require checklists or training in relation to sabotage or unlawful interference.
- 11.2



## SECTION II

**General** Annex 6, Part III, is not yet covered in the national regulations. Annex 6, Part III, is in the process of being adopted and the corresponding national regulations are being established and will be called National Airworthiness Regulations, Part 127 (RNA-127).

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**General**

On 7 November 1996, some differences will exist between the Finnish regulations and practices and the provisions of Annex 6, Part III. Compliance dates for the provisions where differences exist cannot be given at this stage. A comprehensive review of our national regulations will, however, be done after Joint European Operational Regulations (JAR-OPS) are implemented.

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**SECTION I****Chapter 1**

**Definitions**      *Aerial work.* Any paid aircraft operation which uses an aircraft for purposes other than transport or testing and acceptance.

*Aircraft.* Any machine that can take off or move in the air.

*Congested area.* Heavily populated area which is substantially used for residential, commercial or recreational purposes and is lacking in sufficiently safe forced landing areas.

*General aviation operation.* Aerial work forms part of general aviation (decree of 24 July 1991 concerning the conditions for using civil aircraft in general aviation).

*Heliport.* An aerodrome equipped to receive helicopters only.

**SECTION II****Chapter 2**

2.3.6.2 b)      Annex 6 requires a ten per cent supply, whereas the French regulations only require five per cent.

2.3.6.3.2      The French regulations authorize a holding supply equivalent to twenty minutes of holding if the flight time, including the alternate, is less than one hour.

2.3.8.1      The French regulations require an oxygen supply for:

- all crew members above 12 500 ft;
- all passengers above 15 000 ft.

2.3.8.2      No such requirement exists in the French regulations.

2.4.7      No such requirement exists in the French regulations.

2.4.9      No such requirement exists in the French regulations.

**Chapter 3**

3.1.2      For emergency medical service helicopter flights, the operator can be released from this requirement, under certain conditions, in Performance Class 3 in congested areas until 31 March 1998 and in Performance Class 2 until 31 December 2004.

For Performance Class 2 flights to or from an elevated area not in a congested area, the operator can be released from this requirement, under certain conditions, until 31 December 2002 or 2009 depending on the date of issue of the airworthiness certificate.

3.1.4      For emergency medical service helicopter flights, the operator can be released from this requirement, under certain conditions, in Performance Class 3 in congested areas until 31 March 1998 and in Performance Class 2 until 31 December 2004.

- 3.1.5\* For daytime Performance Class 3 flights to or from an elevated area not in a congested area, the operator can be released from this requirement, under certain conditions, until 31 March 2002.

## Chapter 4

- 4.2.2 e) In France, spare electrical fuses are only required for IFR and night-time VFR.
- 4.2.3 c) No such requirement exists in the French regulations.
- 4.2.4 No such requirement exists in the French regulations.
- 4.3 The French “Commercial Transport” regulations:
- a) define the items to be recorded (path, attitude, forces, conversations and audio warnings) and not Type IV and V recorders;
  - b) do not prohibit metal foil recorders;
  - c) require a recorder (path or conversations and audio warnings) for all helicopters above nine tons or authorized to carry twenty passengers or more.
- 4.7 The French regulations do not require a survival ELT per raft (two maximum) for all flights over water. However, they require an automatic ELT for all flights (VFR or IFR).
- 4.8 See the comments concerning paragraphs 2.3.8.1 and 2.3.8.2.
- 4.11 The French regulations require only one altimeter in VFR at night (instead of two as in Annex 6) and only two artificial horizons in VFR at night (instead of three as in Annex 6).
- 4.12\* No such requirement exists in the French regulations.
- 4.14 The French regulations do not require that the cabin attendants’ seats be “forward or rearward facing (within 15° of the longitudinal axis of the helicopter)”.

## SECTION III

### Chapter 1

- 1.3 The French regulations only require a report to the civil aviation services and not the State overflown (in the case of a French aircraft abroad) or the State of Registry (in the case of a foreign aircraft in France).

### Chapter 2

- 2.9.1 The French regulations require an oxygen supply for all crew members above 12 500 ft and for all passengers above 14 500 ft.

\* Recommended Practice

- 2.9.2 No such requirement exists in the French regulations.
- 2.10 The French regulations do not require more than one pilot to be supplied.

### Chapter 3

- 3.3 There is no such requirement for light helicopters in the French regulations.
- 3.4\*

### Chapter 4

- 4.1.3.1 a) The French regulations do not require the kit for all operations with light helicopters, only for flights over water and designated land areas.
- b) Fire extinguishers are only required for heavy helicopters.
- c) No such requirement exists in the French regulations.
- d) 4) Visual signals for intercepting and intercepted aircraft are only required for French helicopters abroad.
- e) Spare electrical fuses are only required in VFR at night.
- 4.1.3.3\* For all French certificated heavier-than-air aircraft which made their first flights after 1 January 1983, and for all French heavier-than-air aircraft which made their first flights after 1 July 1988, the flight crew members' seats and the forward seats, when there could be a collision between occupants and the structure across from them in the acceleration conditions of a forced landing, must be equipped with a safety harness.
- 4.2.1 b) An accurate timepiece is not required for light helicopters.
- 4.3.1 In the case of light helicopters, exemptions are possible for ferry flights, provided that the operator has defined evacuation procedures in the event of a forced landing and that the minimum flight crew is alone on board.
- 4.5 See the comments concerning paragraphs 2.9.1 and 2.9.2.
- 4.7 For light helicopters, the French regulations do not require a means of indicating the outside air temperature, an accurate timepiece, a means of indicating whether the supply of power to the gyroscopic instruments is adequate or an airspeed indicating system anti-icing device and only require one torch.
- For light and heavy helicopters, the French regulations do not require lights in all passenger compartments.
- 4.9 No such requirement exists in the French regulations for light helicopters.
- 4.10 The French regulations do not require a survival ELT per raft (two maximum) for all flights over water. However, they require an automatic ELT for all flights (VFR or IFR).

\* Recommended Practice

**Chapter 5**

5.1.4 No such requirement exists in the French regulations.

5.2.1 b) The RNP concept does not exist in the French regulations.

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**General** Germany will not adopt Annex 6, Part III, until harmonized European Standards, including Part III Standards, have been developed.

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## SECTION II

### Chapter 3

- 3.1.4            Single-engine helicopters are permitted to perform these operations. A re-examination will be made after  
3.1.5\*           application of the European regulations (JAR).

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\* Recommended Practice



**General**      Morocco does not have any civil helicopters.

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**General** Some differences will exist between the Swedish regulations and Annex 6, Part III. Compliance dates for Sections I and III cannot be given at this stage. A comprehensive review of our national regulations will, however, be done in connection with the implementation of Joint European Operational Regulations (JAR-OPS 3). Differences in respect of Section II are reproduced below.

## SECTION II

### Chapter 2

- 2.2.3.2 Rotors are allowed to be kept running while the pilot leaves the aircraft for the purpose of loading and off-loading, etc.
- 2.2.11 There is no requirement for ditching certification if the helicopter is properly equipped for emergency landing on water.
- 2.3.3.1 Operational flight plans are only required for IFR flights. Sweden will comply with this provision by 1 April 1998.
- 2.3.3.2 Required for IFR operations, but not required to be included in the operations manual. Sweden will comply with this provision by 1 April 1998.
- 2.3.4.2 No formal requirements exist. Sweden will comply with this provision by 1 April 1998.
- 2.3.5.1 Flights may be commenced if they can be safely aborted or diverted. Sweden will comply with this provision by 1 April 1998.
- 2.3.6.2 Fuel reserves are not required to include the additional ten per cent. Ten minutes fuel reserve may be used instead of twenty. Sweden will comply with this provision by 1 April 1998.
- 2.3.6.3.2 The Swedish regulations do not specify the conditions for calculating the reserve fuel. Sweden will comply with this provision by 1 April 1998.
- 2.3.8 No requirements for oxygen exist in the Swedish regulations. Sweden will comply with this provision by 1 April 1998.
- 2.4.5 No requirements for oxygen exist in the Swedish regulations. Sweden will comply with this provision by 1 April 1998.
- 2.4.6\* Sweden has no such requirements.
- 2.6 Flight operations officers are not provided for in the Swedish regulations.

### Chapter 3

- General** Multi-engine helicopters are not subdivided into performance classes. Sweden will comply with this provision by 1 April 1998.
- 3.1.2 The restrictions of 3.1.2 are only applied to normal passenger-carrying operations.

\* Recommended Practice

**Chapter 4**

- 4.1 An MEL is only required for multi-engine helicopters. Sweden will comply with this provision by 1 April 1998.
- 4.2.3 a) Carriage of the operations manual is not formally required. Sweden will comply with this provision by 1 April 1998.
- 4.2.4 The marking of break-in points is not required. Sweden will comply with this provision by 1 April 1998.
- 4.3.3 Flight data recorders are not required. Sweden will comply with this provision by 1 April 2000.
- 4.3.4 Main rotor speed is not required to be recorded. Sweden will comply with this provision by 1 April 1998.
- 4.3.5
- 4.4.1 The pressure altimeter is not required to be of a sensitive type. Sweden will comply with this provision by 1 April 1998.
- 4.4.2 There is no Swedish requirement to carry IFR equipment for controlled VFR flights.
- 4.5.1 a) Swedish regulations have a limit of 15 minutes instead of 10 minutes. Sweden will comply with this provision by 1 April 1998.
- 4.5.2.1 c) Equipment for pyrotechnical distress signals is not required. Sweden will comply with this provision by 1 April 1998.
- 4.5.2.5 Means of electric illumination are not required. Sweden will comply with this provision by 1 April 1998.
- 4.8 No requirements for oxygen exist in the Swedish regulations. Sweden will comply with this provision by 1 April 1998.
- 4.11 Only one altimeter is required. Sweden will comply with this provision by 1 April 1998.
- 4.14 There is no Swedish requirement related to cabin crew seating. Sweden will comply with this provision by 1 April 1998.

**Chapter 5**

- 5.2.1 b) There is no Swedish requirement for helicopter operations related to RNP.

**Chapter 7**

- 7.4.1 The recent experience requirement for a pilot-in-command must be less than six months, but is not specified. Sweden will comply with this provision by 1 April 1998.
- 7.4.2 The recent experience requirement for co-pilots must be within six months, instead of ninety days. Sweden will comply with this provision by 1 April 1998.
- 7.4.3.4 Record-keeping is not formally required. Sweden will comply with this provision by 1 April 1998.
- 7.4.4 A twelve-month period is prescribed for VFR operations.
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